

# New FTZ Micro-Sprint Products Update



**Hello again from the staff of FTZ Performance!**

This is follow up on the flyer we sent out last January.

We are very pleased to hear that so many of our customers are having very successful racing seasons so far in 2009. Many top place finishes are being racked up with several guys nearing a dozen wins each, despite the many rainouts this Spring..

The year kicked off well with Travis Senter reclaiming the prestigious Australian Oval Express title again, as well as winning the East bay Florida series. Our guys had a nice 1-2-3 finish at the Clarksville \$2000 to win event in April and more recently a 1st & 2nd at the June Farmington Powri show. But the big headliner so far has to be Derek King's astounding **900 point lead** in the Powri Racing series as of this writing.



DK switched to a FTZ built '07 Honda 600RR motor this year and could not be more pleased.

This is a well designed motor. It makes a bit less power than our full built Yamaha R6's,

but has nearly has the same superbly wide powerband that our motors have always been known for - and which most drivers really learn to . We learned the "powerband lesson" over 20 years ago with the 250's, again with the F3's, and then again with the R6's. There seems to be a lot of talk lately about somebody's big HP numbers on some dyno. But doesn't it also seem these same big HP motors don't seem to win very often? I urge you to keep in mind that even if the dyno results are accurate, a big HP number at the flag stand has little to do with being fast all around the track.

And as always; It is best to believe what you *see* is fast- **on the racetrack**.....

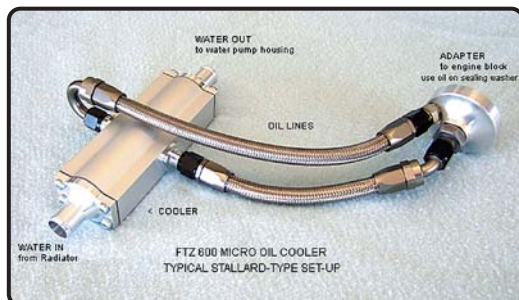
## New Products Recap:

It has been several months since we came out with the **FTZ Oil cooler** package and it has been a outstanding success.

Now that the 2009 racing season is over half over we could not be more pleased with the results.

Despite hearing of many failures of our competitor's motors lately, our guys have had

**VERY** few engine problems this year, much less than last year. **And we are all lovin' that!**



The **new oil cooler** is the main reason this improved reliability. Note: There has been some attempt to pass off air-cooled oil coolers as "just as good" ... well you can forget that. Air cooling is very inefficient in this application. Think of having a really hot piece of steel and you want to cool it off fast. Would you set it in front of a fan? or throw it in a bucket of water? The fan will take several minutes to cool it, but even warm water will cool it off in seconds. You get the point... Plus another very important function of this water/oil intercooler is to **pre-heat** the oil better- as we found may races are started with the oil not warm enough (also causing damage). Turns out this has little to do with the water temp. An air-cooled oil cooler actually works against you at this.

We did not want to settle for less than the very best on this department—so why would you?

The complete package is \$465 and comes with the cooler, seals, adapter, AN fittings and braided oil line. If you feel you can't afford this cooler, we advise you to stay home until you can!

We are also very pleased with results of the new recommended engine oil.. Which at first might seem expensive- but it turns out guys are saving money as they are now able to run more shows on the same oil change.

Another contributor to the better reliability is our **Hi-Torque clutch mods** for '99-'05 R6s. No more draining dark, contaminated oil out of the motors. We now consider this another "must have" with the older R6's. We can ship out the modified parts so you can install this at home.

One more of the items is the **FTZ "Shorty" MUFFLER** is working out very well for racers. A little lighter, a little louder, a lot less likely to get ran over, and we have been told by independent dyno service shops that it consistently makes 3-4 more HP over the standard muffler! Just ask for the "Shorty" muffler!

They are \$205 with ceramic coated core & stainless steel shell.



## New Fuel System

We keep talking to people that are still running Holley (or similar) fuel pumps & regulators, etc. Frankly these guys are way behind the times. We find it hard to believe that some guys still think they can use just any old fuel system and not have problems with it at some point. So of course: they are usually chasing some "carburetor" problem...

We have been data logging fuel pressure for over a year now and you wouldn't believe how much the pressure spikes, drops and fluctuates on the track with a poor fuel system.

The new fuel pump, regulator with fitting package runs about \$340 and it comes with a diagram and is fairly simple to plumb up.

# FTZ Performance - 600cc Class Experts

The '99-'05 Yamaha R6 is still our preferred choice for the "Outlaw" class, or anywhere they allow fully modified motors. We have made the most power with this long stroke motor and reliability is very good.

And of course the '07-'08 Honda 600RR is proving to be another good option, is fast gaining popularity, and it is also out there winning races.

A good choice for the "Stock" classes is the '06 to '08 Yamaha R6, equipped with our converted carburetor's, oil pan mods, our specific '06-'08 exhaust system, and our wiring harness mods to eliminate the throttle by wire crap.

This makes a bad-ass stock class motor, and a low cost yet very competitive Pennsylvania rules motor.

All the motors we have built for the various classes seem to be running very well this season, with our well proven restrictor package still the best set-up.

**Call or email for more details on any of these motor packages.**



## New engine mods: R6 Level-2 Portwork with High Compression Mods.

The Hi-Compression mods give a great boost. Using the advantage of having our own in-house CNC equipment, we re-cut the piston domes allowing us to raise the compression, producing more torque to pull you off the corner harder. This combined with our exclusive Level-2 porting & head mods makes a standard bore motor pull like a "2 mil"! but at much less cost.

Remember: You won't find anything like this stuff at your local "Mom & Pop" engine shop. This type and quality work is well beyond the capabilities of most other microsprint engine builders we know of.

Keep in mind a FTZ Level-2 head will work great on anybody's motor, regardless who built it originally.

We offer Level-2 Portwork for other models as well.

After 24 years at the top of this game, we are not in it for second best. We can't imagine why you would be either. Racing takes a lot of time, work and dollars. Letting others have a power advantage over you makes no sense to us.

***We think the FTZ built 600 motors are one of the biggest bargains in auto racing!***, considering all the "extra" that is put into them. There are shops out there that may charge less- but they always "do" much less. Don't fall into that trap! ***also:*** You can rest assured that all our motors are built to the same specs and everybody gets the same quality work.

Travis Senter



## ***Thinking about a new motor build? How to do it:***

We try to keep a stock of built & stock 600 motors but at times demand has been high. Ordering early will always help to get yours when needed. We can start on it with the receipt of a deposit and then you can pick it up at your convenience or when you are ready to finalize payment.

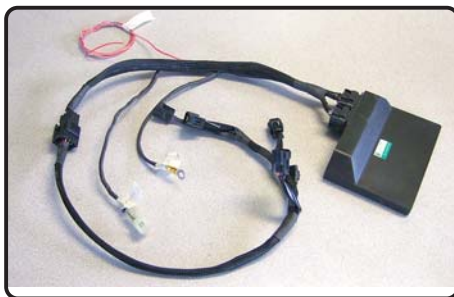
### ***Yours or Ours?***

You can ship in your stock motor or we can supply you one. We can eliminate any hassles for you by arranging a truck pickup from our preferred freight line. Call for details on shipping these engines the easy way.

**\*Our large staff insures that we can offer the fastest turnaround time!**

The upgraded **Wiring Harness Conversions** have been impressing customers, and are quite popular. Now totally armor sheathed and shrink-wrapped they will add a professional touch to your car and help eliminate any electrical problems on race day.

The new '06-'08 Yamaha R6 harness conversions for use with carbs are working out very well as more guys are figuring out that the fuel injection is not really worth all the extra trouble and expense.



On the subject of **carbs**, it seems most people have finally realized that there is a big difference with exhaust systems, but the same is also true with the alcohol carb conversions. We worked hard to find a configuration that makes much more power off the corner than other carbs and yet is simple to tune.

And don't forget those **FTZ Velocity Stacks** for the R6 carbs, the easiest 3hp you can find.

We also set up these carbs to fit Injected R6's thru '08, Honda 600RR's, and Kawasaki 636's, -or just about any 600 motor.

**Please give us a call with any questions!**



Be sure to check out our web site: [www.FTZRACING.com](http://www.FTZRACING.com)

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Hours 9:00 to 6:00 Mon.- Fri. Central Time